

**AMENDMENT TO THE SPECIFICATION:**

Please amend the following paragraphs of the specification as follows:

**[Para 20]** Fig. 4 is a perspective end view of a closed cargo box showing an exemplary support strut in phantom in both open and closed configurations, together with an open configuration of the box shown in phantom, the open (O) and closed (C) configurations of the box are indicated, as well as a transitional (T) range of travel, together with an upward (U) range of travel;

**[0027]** Referring to the invention more generally, **FIG. 1** depicts a vehicular mountable cargo container **(10)** comprising a top portion **(30)** of the vehicular mountable cargo container **(10)** hinge-connected at two lateral sides (34, 36) for pivotation relative to a bottom portion **(32)** of the cargo container between the open (O) and closed (C) configurations. A pair of spring-biased struts **(50)** are also provided, each operatively interposed between the top **(30)** and bottom portions **(32)** of the vehicular mountable cargo container **(10)**. One each of the pair of spring-biased struts **(50)** is located at opposed end regions of the cargo container. Each of the pair of spring-biased struts **(50)** is configured to exclusively deliver an assisting expansion force between the top **(30)** and bottom **(32)** portions of the cargo container **(10)** for urging the container towards the open (O) configuration.

**[0028]** Each pair of spring-biased struts **(50)** is configured to at least avoid, and preferably not to deliver a closing-assist force between the top **(30)** and bottom **(32)** portions of the cargo container **(10)** that urges the container towards the closed (C) configuration.

**[0029]** Still further, each of the pair of spring-biased struts **(50)** is configured to perform in substantial unison, one with the other, thereby urging maintenance of a parallel orientation of the top portion **(30)**, relative to the bottom portion **(32)** of the cargo container **(10)** when transitioned by an operator between the open (O) and closed (C) configurations. Complementarily, the substantially unified movement of the top portion or lid **(30)** substantially prevents the inducement of torque or twist in the top portion **(30)** relative to the bottom portion **(32)** of the

cargo container (10) when transitioned by the operator between the open (O) and closed (C) configurations.

[0030] A cam surface (64) is provided at one of the two arms and establishes a surficial interaction between the two arms during transitions between the first and second strut orientations. A force communication point ( $C_P$ ) is defined by a point of support of the non-cam surface including arm on the cam-including arm at the cam surface (64), and which moves across the cam surface (64) as the two arms pivot relative to one another between the first and second strut orientations. During such full range of motion, however the force communication point ( $C_P$ ) remains exclusively on one side of a line oriented parallel to a direction of the operationally effective force imposed by the biasing spring between the two arms and intersecting a pivot connection between the two arms. In a preferred embodiment, this line is also oriented substantially parallel to a longitudinal axis ( $V_L$ ) of the non-cam-including arm. 24. In a related aspect, the non-cam-including arm (70) comprises an arm body (72) housing a spring-biased slider therein, the slider being configured for relative reciprocation within the arm body (72) and the slider presenting an engaging surface (48) for establishing a point of contact with the biasing spring (80) and the slider further presenting a reception surface for establishing a sliding point of contact with the cam surface (64) of the cam-including arm (60); the sliding point of contact coinciding with the force communication point ( $C_P$ ). The cam-including arm (60) comprises a cam surface (64), an elongate portion and an elbow (62).

[0035] The invention may be alternatively characterized as a method for providing and controlling operation of a dual sided opening roof mount cargo box (10) for a carrying vehicle. The method includes providing a dual sided opening roof mounted cargo box (10) having lid portion (30) releasably hinge-connected at two lateral sides (34, 36) to a bottom portion (32) of the cargo box (10) for alternate pivotation at each of the two lateral sides (34, 36) between open and closed configurations. The bottom portion (32) is adapted to be mounted to a carrying vehicle and the lid portion (30) is manufactured from a semi-flexible material sufficiently pliable to permit two opposite end regions thereof to be at different relative distances from the bottom portion (32) of the cargo box (10) during transition between the open and closed configurations. A pair of spring-biased struts (50) is provided, each operatively interposed between the lid portion (30) and the bottom portion (32) of the cargo box (10), and one each of the pair of spring-biased struts (50) being located at the two opposite end regions of the cargo box. An expansively directed force is exerted on the lid portion (30), utilizing the pair of spring-biased struts (50), across a substantial entirety of travel of the lid portion (30) during operator induced movement from the closed configuration to the open configuration and thereby assisting the operator to smoothly open the cargo box (10).